

# Livingston Transportation Summit Report 2017



Hosted by the Livingston County  
Transportation Coalition

*A division of the  
Human Services Collaborative Body*



# Report on the Livingston Transportation Summit

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## Report Content

Executive Overview	Page 3
Purpose	Page 5
Summit Agenda	Page 6
Participants	Page 7
Framing the Day	Page 9
Keynote Presentation	Page 13
Messages of the Stakeholder Panelists	Page 15
Outcomes of the Breakout Sessions	Page 19
Participants' Commitments to Action	Page 21
Summit Sponsors	Page 22



## Executive Overview

On January 17, 2017, the Livingston County Transportation Coalition (LCTC) hosted the first ever “Livingston Transportation Summit,” an event aimed at education, sharing views, motivation and action regarding improved transportation options in and around Livingston County. Despite an ice storm, over one hundred and ten stakeholders came together at Cleary University to learn, listen and express their views regarding transportation needs in our county, and into and out of our county. This participation, in and of itself, reflects the depth and breadth of the concerns regarding transportation services, or lack thereof.

Participants represented a wide array of stakeholder segments including governments of cities and townships, municipal and county planners, businesses and business organizations, educators, environmentalist, bicyclists, workers, seniors and citizens with disabilities.

**Keynote:** After the current transportation services and opportunities were reviewed by Leo Hanifin (Chairperson of LCTC), Paul Childs (COO of M-1 Rail) provided a keynote with six important lessons learned by this initiative.

1. Transit is an investment in your future
2. Begin planning now
3. Collaboration, communication and coordination are key
4. Get the community involved
5. Persevere through the challenges
6. The results and impact are worth the struggle

**Stakeholder Panels:** The keynote was followed by comments from ten panelists representing different stakeholder segments. Each person presented compelling examples of why our county need to move forward with more and better transportation options for those who live, work, shop and invest in Livingston County.

**Kim Ladd, Director -Hartland Senior Center**, described the experiences of a woman who could not have had needed knee surgery without the transportation services of the Center and LETS. This made us all realized that we are just an accident or illness away from being transit dependent.

**Andrea Stepien, Visually Impaired and Blind in Livingston (VIABIL)**, described her personal experiences and reminded us that that 10% of the county’s population has a disability and LETS simply can’t meet all of those needs.

**Tina Jackson, President and CEO - Work Skills Corporation**, described the needs of many people in our county who want to work, but do not have reliable transportation to get to work. Fifty percent of the people Michigan Works serves each year lack reliable transportation and 90% lack the funds to maintain reliable transportation.

**Elisabeth Vanderpool, Director of Community Health - St. Joseph Mercy Health System**, told the Summit that access to health care was one of the top three health needs in our area. Many seniors experience social isolation that impacts their health. The lack of transportation also reduces their access to healthy foods, mental health services and substance use services.

**Pat Convery, President - Howell Area Chamber of Commerce**, described the difficulty many businesses have in getting workers to their companies. While the new busing efforts have helped, they are still not sufficient to meet the needs.

**Nick Proctor, Mayor –Howell**, reminded us that transportation is a key issue for cities and towns, but it needs to be solved on county wide and regional levels. He also reflected on the positive impact that a commuter rail system would have on Howell and other communities.

**Lee Burton, Chairperson -Crossroads Group of the Sierra Club**, reminded us that better public transportation means fewer cars, less pollution and increased safety for all of us.

**Lance Lewis, Provost - Cleary University**, described how Cleary is constrained in its growth due to the lack of public transportation in the county. Prospective students without cars choose other universities where there are better transportation options.

**Frank Grey, Plant Manager - Tribar Manufacturing Corporation**, described their enormous growth in employment, but lamented the fact that Tribar incurs significant cost to provide bus service for employees. They have plans for further growth, but, without improved public transportation, they may be forced to relocate outside of Livingston County.

**Kathie Janego, Executive Director - Love INC**, described the efforts of local churches to fill the void of insufficient public transportation by driving people to work, school or medical services. She also reflected on the need for better transportation to attract young people to live in our county.

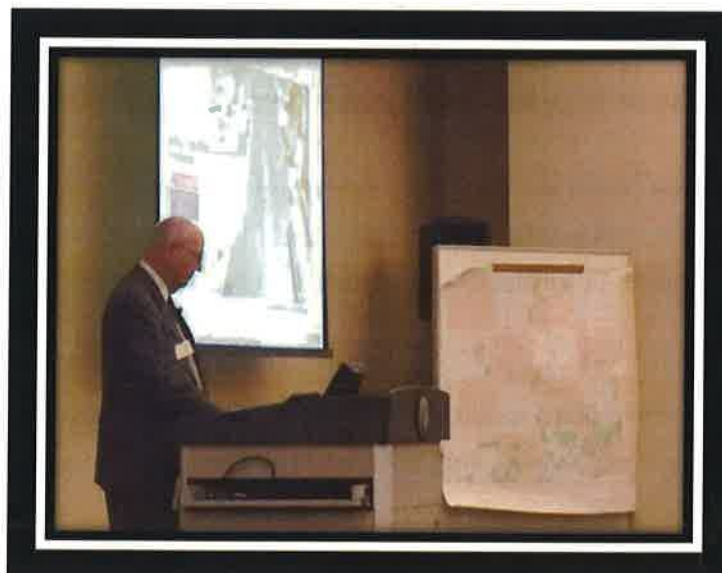
Many from the audience provided moving personal examples of how their transportation needs were consistent with the views and concerns expressed by the panelists.

**Breakout Sessions:** All attendees then assembled in small groups to express their views on the most critical transportation needs and the impacts of having or not having these services. The top three needs were better transportation services to get them to work, recreational activities and medical services. In particular, better services are needed for seniors, those with disabilities and young people. Improvements to current services were also emphasized by most groups, with extension of service to off-hours and weekends being the top priority. The creation of a comprehensive transportation plan was recommended by most groups, with several recommending each of the following elements: increased options, coordination and leveraging of existing services and more bike trails and bike lanes. The majority of groups identified transportation to destinations outside of the county as a critical need.

**Call to Action:** The call to action was met with a resounding affirmation by the participants. Fifty-three participants signed a petition calling for the creation of a transportation authority and the development of a comprehensive transportation plan for the county. There were 41 commitments to either write a letter to elected officials or the newspaper, or to seek a resolution from a township or organization supporting the authority and plan. In addition, 19 committed to write a letter of support for a proposal to MDOT for a comprehensive plan that was being written by LETS and LTCT leaders at the time of the Summit. (Sixteen letters were actually received.) Finally, 16 participants joined the Transportation Coalition, bringing the total membership to nearly 70 organizations and individuals.

The Livingston County Transportation Coalition is committed to continuing the momentum created at the Livingston Transportation Summit.

This report provides greater detail regarding the activities and outcomes of the Summit.



Dr. Leo Hanifin  
Chair  
Transportation  
Coalition

## **I. Purpose**

The purpose of the Livingston Transportation Summit was to elevate the awareness of county residents and organizations to the transportation needs of our county through a dialog of an array of diverse stakeholders . . . and to motivate leaders and citizens throughout our county to act to improve our transportation options.

The Transportation Coalition has been gathering information as to needs, access and options with regards to transportation in our county for many years. Since June of 2016, 534 individuals completed an on-line survey to share their thoughts and experiences related to transportation in Livingston County.

Results of the survey are:

- 94% said we need more expanded and efficient dial-a ride service for seniors, disabled and transit dependent
- 90% said we need more and safer bicycle lanes/trails in our communities
- 89% said we need commuter transit service to major employment centers outside our community ( Lansing, Ann Arbor, Detroit)
- 86% said we need improved health care transportation
- 85% said we need a scheduled bus service along the main arteries in the county
- 81% said we need bus or rail service to Detroit Metro Airport
- 79% said we need to be able to give workers transportation to job sites in the county.

In addition, there were 3 Community Needs Assessments in 2015 in the county:

- St. Joseph Mercy Hospital – Livingston completed their community needs health assessment on March 4<sup>th</sup> 2015 and found 18 health needs and determinants to focus on with Transportation being one of the 18.
- Oakland Livingston Human Services Agency ( OLHSA) completed their needs assessment also in 2015 and found the need to support transportation related assistance as one of the top 6 findings in Livingston County.
- The Public Health Department completed their Community Health Status Assessment and MAPP process in 2015 which resulted in the Community Health Improvement Plan (CHIP). This plan identified 10 key areas of the community that needed improvement in order to improve the community's overall health. Transportation was one of those 10 areas. 30.3% of the residents reported Transportation as one of the primary barriers to accessing health, social and other services/resources in the county.



## II. Agenda

### Summit Agenda



8:00 – **Register, Network and Breakfast**

8:30 – **Framing the Morning – Dr. Leo E. Hanifin,**

Chair - Livingston County Transportation Coalition

- Who is the Livingston County Transportation Coalition
- Who is here today
- Status and challenges of transportation in Livingston County
- What we expect from this morning

8:50 – **Keynote Speaker – Paul Childs,**

Chief Operating Officer – M-1 Rail

#### **The (Re-) Emergence of Modern Transit in Michigan**

M-1 is the only major new transportation system created in our region for decades. Paul Childs told us about M-1, how it got started and paid for, the challenges it faced and overcame, and the impact that it is having and will have on Detroit and the greater SE MI region . . . all lessons for us for moving forward with more and better transportation options in Livingston County

9:10 – **Panels - The Voices of Stakeholder Groups**

- **The Riders' Perspectives**
  - **Seniors: Kim Ladd** – Director, Hartland Senior Center
  - **People with disabilities: Andrea Stepien** – Visually Impaired and Blind in Livingston (VIABIL)
  - **Workers: Tina Jackson** - President and CEO, Work Skills Corp.
  - **Health care: Elisabeth Vanderpool** - Director of Community Health, St. Joseph Mercy Health System
- **The Communities' Perspectives**
  - **Business: Pat Convery** – President, Howell Area Chamber of Commerce
  - **Municipalities: Nick Proctor** – Mayor, Howell
  - **Environmentalists/Cyclists: Lee Burton** - Chairperson, Crossroads Group of the Sierra Club
  - **Education: Lance Lewis** – Provost, Cleary University
  - **Corporations: Frank Grey** – Plant Manager, TriBar Corporation
  - **Faith-based: Kathie Janego** - Executive Director, Love INC

10:10 – **Raising Your Voices – Breakout Sessions**

All attendees were assigned to small groups to discuss and capture the most important transportation needs and impacts from their perspectives. (Facilitators for each group guided this process, and each group's consensus input was captured.)

11:00 – **Listening to Each Other** – the spokespersons from the groups reported back to the entire summit

11:45 – **Get On Board** - sign up/next steps/commitments

All participants in the summit were asked to commit to at least one positive action to advance transportation services in Livingston County. The LCTC will assist participants in these activities.

Noon – **Adjourn**



### III. Participants

Over one hundred and ten people braved the worst driving conditions of the winter to attend the Livingston Transportation Summit. (Another 56 had pre-registered, but were unable to attend due to the weather.) They represented a wide variety of stakeholder groups including government, business, human services, seniors, those with disabilities, educators, environmentalists, and transportation advocates, experts and providers.

**Government** officials from the Cities of Howell and Brighton were joined by those from the townships of Brighton, Conway, Marion and Putnam and the Chair of the Livingston County Board of Commissioners, as well as the offices of State Representative Hank Vaupel and Senator Joe Hune. It is important to note that the planning offices of Livingston County, the City of Howell and Conway Township were all represented as well.

**Business organizations** included the Chambers of Commerce of Brighton, Hartland and Howell Areas, the Livingston County Association of Realtors and Ann Arbor Spark. Many important **businesses** were represented, including Tribar, ChemTrend, Toyoda, REMax and Key Plastics.

The **transit dependent** included many seniors, those with physical or mental disabilities, and those without a car. **Seniors** were represented by many individuals and organizations, including the Hartland Senior Center, and the Area Agency on Aging 1b. **Other transit dependent people** were represented by such organizations as ARC of Livingston County, VIABIL, Love INC, Special Ministries, Livingston County Catholic Charities, Livingston RICC, Michigan's Campaign to End Homelessness, the Livingston County Community Mental Health Authority and WorkSkills, Corp.

**Health Care** was represented by St. Joseph Mercy, Michigan Rehabilitation Services, Livingston County EMS, the Brain Injury Association of Michigan and New Life Home Health Care and many representatives of county health and human services departments.

Several other large organizations that serve **broad community concerns** were also represented, including the United Way and the Salvation Army.

**Educators** were represented by Cleary University, Lansing Community College and Howell Schools, while **environmentalists** were represented by the Crossroads Group of the Sierra Club.

**Transportation providers** attending included LETS, People's Express, Ann Arbor Area Transit Authority and Michigan Flyer.

In addition to all of these organizations, many **individuals** attended who had compelling stories about their personal needs and frustrations regarding transportation and the transportation needs of their family members.



#### IV. Framing the Day

At the start of the Summit, Dr. Leo E. Hanifin, Chairperson of the Livingston County Transportation Coalition, framed the day by describing the coalition and the Summit participants, discussing why we need the Summit, and describing the day's activities.

##### Who is the coalition?

*The Livingston County Transportation Coalition is a diverse array of stakeholders working to improve the economy and vitality of our county through coordinated transportation and community development.*



At the start of the Summit there were about 50 organizations and individuals in the coalition.

ARC of Livingston  
 Brighton City Council  
 Brighton Senior Center  
 Community Advocates  
 Commuters  
 Crossroads Group of the Sierra Club  
 First Impression Printing  
 Friends of Wally  
 Greater Brighton Chamber of Commerce  
 Hamburg Township  
 Hartland Senior Center  
 Hartland Area Chamber of Commerce  
 Howell Chamber of Commerce  
 Howell City Council  
 Howell Downtown Development Authority  
 Human Services Collaborative Body  
 Livingston County Commissioner  
 Livingston County Catholic Charities  
 Livingston County Consortium on Aging  
 Livingston County Department of Health &  
 Human Services

Livingston County United Way  
 Livingston Essential Transportation Service  
 (LETS)  
 Livingston RICC  
 Love INC  
 Loving Touch Transportation  
 Marion Township  
 The Marketeer  
 Michigan Association of Rail Passengers  
 Michigan Rehabilitation Services  
 People's Express  
 Providence Hospital  
 Special Ministries  
 St. Joseph Mercy Health Systems  
 Transit Riders  
 TRIBAR Manufacturing, LLC  
 Viabil, Inc.  
 Work Skills Corp.

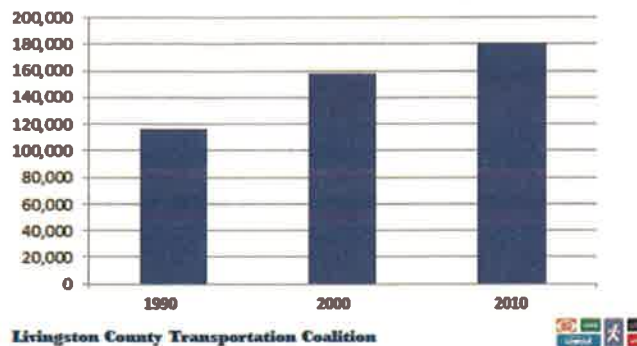
## **Who is here?**

Dr. Hanifin then had people identify which “stakeholder segment” they represented. These included government officials, business organization and corporations, health care providers, advocates of seniors and those with disabilities, educators, environmentalist, faith-based groups and transportation providers. See section III above for more information on the participants in the Summit.

## **Why are we here?**

We are here because our county is changing, and our county’s transportation systems and services need to change to meet the needs of our citizens, communities and businesses. The next few pages describe those changes and the impact of our current transportation services and the lack of other transportation options.

**We are growing (55% in 20 years)**

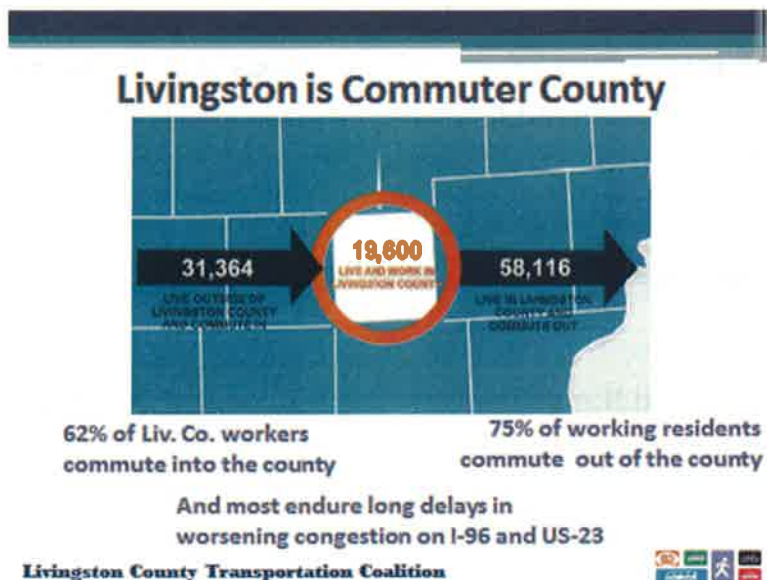


**Seniors:** We are an aging county, and seniors want to age at home. In 2030 there will be **6 times** as many seniors in Livingston County as there were in 2000! Every month LETS denies about 100 requests for rides because they don't have the capacity to provide them.

**Young people:** Our children and grandchildren are leaving to live in more vibrant, livable areas that have such services as good public transportation. 66% of millennials say access to reliable public transportation is one of the TOP 3 criteria they would use to decide where to live.

**Bicycling and walking:** There is a growing bicycle-walking path network in southern Livingston County, but, in general, the environment for bicycling and walking around the county is "unfriendly" and in many areas dangerous.

### Livingston County is a Commuter County





Ten times a day, a Michigan Flyer express bus leaves Lansing and drives through Livingston County on the way to Ann Arbor and Detroit Metro Airport, but it doesn't stop in our county because they don't have a place to stop.

**Our businesses are growing**, but businesses are having difficulty getting workers to them.

**It was recently reported that there were 800 unfilled positions in Livingston County . . . and some businesses are forced to bus in employees from other counties themselves**

*There is minimal bus service in or into the county.*

*With all of these changes and needs, our county has no comprehensive transportation plan, nor inclusive planning efforts to serve the changing county demographics and transportation needs.*

*Our county provides NO funding for public transportation (aka local assistance) This leaves hundreds of thousands of dollars "sitting on the table" in Washington and Lansing. These funds could have improved our public transportation in Livingston County.*

### **Public transportation is a great investment:**

- **Every dollar** communities invested in public transportation **generates at least \$4, and on average \$8**, in additional **local economic investments**.
- **Every dollar** invested in public transportation **yields \$30** in increased **business sales**.
- **Property values increase** in areas served by good transit.
- **Lack of transportation** stifles business and residential growth

### **What will we do today?**

Dr. Hanifin then described the activities of the day which would allow everyone to learn, listen, and express their views regarding public transportation in and around our county.



**V. Keynote Presentation: The (Re-) Emergence of Modern Transit in Michigan, Paul Childs, Chief Operating Officer – M-1 Rail**



The M-1 streetcar project began over ten years ago, after civic and business leaders realized a thriving regional transit system was essential to compete for residents, businesses and investment in the new millennium. It began as the “Woodward Transit Catalyst Project” in a preliminary plan developed by University of Detroit Mercy and Deloitte. The streetcars are now being tested on Woodward and QLINE (the streetcar line on Woodward which is operated by M-1) will begin carrying passengers this spring.

The Summit Keynoter, Paul Childs told the story of how a coalition of business and government overcame legal, political, community, financial and technical barriers to reach this point. M-1 is the largest public-private partnership to ever create a transportation system. Private and philanthropic organizations contributed over \$100 million toward the QLINE project, complementing over \$40 million in contributions from the US DOT and development tax credits, MDOT rebuilding of bridges and Woodward Avenue itself. The QLINE itself is also innovative in its degree of “off wire” running that minimizes the need for overhead wires on large parts of its alignment.



This project has always been seen as a catalyst for both economic development and for the creation of modern transit across the Detroit Metropolitan Area. To date, the \$140 million QLINE project has generated more than double that with \$1.3 billion in projects completed or under construction. An additional \$275 million in development is already in the pipeline and more is on the way. M-1 is projected to generate \$3 billion in economic impact and 1000 new housing units within ten years.



The QLINE connects the Downtown CBD, stadium and theater district, arts and cultural institutions, hospitals, Wayne State University and neighborhoods along the Woodward Corridor. QLINE is an important part of changing perceptions about regional transit in Detroit. It also connects to all modes of transit in the metro region, DDOT, SMART, People Mover & Amtrak. The success of M-1 sets the stage for the development of a



true regional transit system, with commuter rail, bus rapid transit and traditional buses that can connect all of SE Michigan and reach you in Livingston County.

While M-1 is very different from transportation systems that may emerge in and around Livingston County, it still provides several important lessons for leaders in Livingston County:

- Transit is an investment in your future
- Begin planning now
- Collaboration, communication and coordination are key
- Get the community involved
- Persevere through the challenges
- The results and impact are worth the struggle

To those of us in the Livingston County Transportation Coalition, these lessons rang loud and clear. In fact, the Summit itself was a direct and successful effort to “get the community involved” and to “collaborate, communicate and coordinate”. The proposal for funds for a comprehensive plan, which LCTC and LETS was writing at the time of the Summit, was part of our “beginning to plan”. We need to continue to heed the words of Paul Childs and apply these lessons, and persevere until we secure the positive impacts that improved transportation options will have on our communities, our economic development and the well-being of our citizens.



Paul Childs  
Chief Operating  
Officer  
M-1 Rail

## VI. Messages of the Stakeholder Panelists

### The Rider's Perspectives



- Elisabeth Vanderpool
- Kim Ladd
- Andrea Stepien
- Tina Jackson

Perspective	Presenter	Presentation
Seniors	Kim Ladd, Director - Hartland Senior Center	Kim shared the story of a woman who is highly active and engaged in the community, but needed a knee replacement. She had no family in the state and knew she would be off of work for 6 months. In order to prepare, she scheduled rides from friends, and also communicated with the Hartland Senior Center to help facilitate her transportation needs, such as physical therapy. Without that service, she would have been unable to have the surgery.
People with Disabilities	Andrea Stepien, Visually Impaired and Blind in Livingston (VIABIL)	Andrea shared her own story of losing her sight after being a very active and involved person. She found herself becoming more dependent. She shared that 10% of the county's population has a disability and LETS simply can't meet all of those needs. She also shared that independence is important and having options to get where you want to go is critical to feeling independent.
Workers	Tina Jackson, President	Tina talked about the challenges the labor

	and CEO - Work Skills Corporation	<p>force experiences. She works with job placement services and finds that 40% of the people are underemployed due to no bussing options. Livingston county is in an extreme labor shortage from entry level positions all the way to executive positions. We need a comprehensive plan for these transportation needs.</p> <p>She shared the PATH numbers from Michigan Works. Of the 200 people they see a year, 50% lack reliable transportation and 90% lack the funds to maintain reliable transportation. Of the 50% driving, 32% drive without insurance and in vehicles needing repair.</p>
Health Care	Elisabeth Vanderpool, Director of Community Health -St. Joseph Mercy Health System	<p>Elisabeth shared that the current three top priority health needs they observe are behavioral health, obesity and access to care. She shared that many seniors are experiencing social isolation that results in real health impacts. The lack of transportation also impacts other patients from accessing healthy foods, mental health services and substance use services. Again those unmet needs have negative impacts on the person's overall health. She stated that LETS does an excellent job, but does not have the capacity to meet all the needs we have.</p>

## The Communities' Perspectives



- Frank Grey
- Lance Lewis
- Kathie Janego
- Lee Burton
- Pat Convery

Perspective	Presenter	Presentation
Business Community	Pat Convery, President - Howell Area Chamber of Commerce	Pat shared the challenge our manufacturing companies are having related to getting people to work and helping them keep their jobs. She explained the current process of busing in groups of workers from Flint for each shift is necessary to meet the needs of our county businesses. We need to help them get people to work.
Municipalities	Nick Proctor, Mayor - Howell	Nick shared that transportation is a key municipality issue, but cannot be solved by the municipalities alone. He said choices are important and we need to really look at this solution as a county and regional issue. Even WALLY (the North South Commuter Rail) has a place in this solution.
Environmentalism & Cyclists Community	Lee Burton, Chairperson - Crossroads Group of the Sierra Club	Lee shared the perspective of Sierra Club which is to educate, protect and enjoy our environment. People may not realize that proper public transportation has great side effects for our environment. It means fewer cars, less pollution and increased safety.

Educational Community	Lance Lewis, Provost - Cleary University	Lance shared the university has been impacted in their ability to grow due to the lack of public transportation options. They recruit students from around the world and they cannot come if they are unable to get around. Many times they tell the university that they will need transportation options to come to this school. It limits the options for the students and the university
Corporations	Frank Grey, Plant Manager - TriBar Manufacturing Corporation	Frank shared that they have had to bus in people from Flint as they are short half the workers they need without those transfer buses. Of the 450 employees, almost half come from Flint. They have as many as 40-50 positions still open as of today. They are growing, but can't fill their positions. He said as a business we chose to be in this county, but if I cannot get our people to work, we will have to move.
Faith-Based Community	Kathie Janego, Executive Director - Love INC	Kathie shared the fact that local churches spend tons of resources on helping people get to work or critical appointments. They provide transportation tokens and often have to develop a full transportation mission to connect volunteers to drive the folks needing rides. The people IN the county are not working because they cannot get to work. To make our community more vibrant, we need community members who are viable tax payers. We also need to entice young people to live here and many do not want to own a car.

## VII. Outcomes of the Breakout Sessions

All of the Summit participants were divided into eleven groups and each group was asked to answer two questions:

1. What are the top three needed transportation services or resources in Livingston County?
2. What are the impacts of having or not having these?

The following summarizes the transportation needs and impacts that were identified by the breakout groups.





## Small Group Outcomes

Transportation Need	# of groups who had the need	Impacts of having these needs met
<b>Where – Places to be driven</b>		<ul style="list-style-type: none"> <li>• Health</li> <li>• Safety</li> <li>• Environmental</li> <li>• Economic development</li> <li>• Independence</li> <li>• Quality of life</li> <li>• Mental health</li> <li>• Good employees</li> <li>• Tax base</li> <li>• Attract young people</li> <li>• Growth</li> <li>• Work and play options</li> <li>• Options for nights</li> <li>• Coordinated approach</li> <li>• Maximize funds</li> <li>• Collaboration in county</li> <li>• Connections outside county</li> <li>• Draw employers</li> <li>• Aging in place</li> <li>• Draws people to community</li> <li>• Traffic flow</li> <li>• Increase tourism</li> </ul>
Work	9	
Recreation/Outdoor	8	
Mental health and medical appointments	7	
School	3	
Court	2	
Emergencies	2	
Airport	2	
Farmers Markets	1	
Errands	1	
<b>Better service to these segments of the county population</b>		
Seniors	6	
Disabled	4	
Young people	3	
Veterans	1	
Homeless	1	
<b>Improvements to current services</b>		
Service off hours and weekends	8	
Door to Door service	3	
Shorter lengths of time on a bus	2	
Service for night life to eliminate drunk driving	2	
More affordable fares	1	
<b>Planning</b>		
Creation of a Comprehensive Plan	8	
Increase transportation options	6	
Coordination of existing services	6	
Leverage existing resources	5	
More bike trails and lanes	4	
Millage to support more services	3	
Complete streets planning	2	
Bus stops	2	
Educate the community	2	
Create a Transportation Authority	2	



Define the transportation needs	1	
Prioritize the transportation needs	1	
Future Connections		
Out of county connections/destinations	7	
Hospitals	2	
Schools	1	
Voices of Employers	1	
MI Flyer	1	

## VIII. Participants' Commitments to Action

At the end of the event, the group was asked to personally commit to actions that would move our county forward to better transportation option and service. Of the 113 people in attendance, 24 were already current and active participants on the Transportation Coalition. The participants made commitments to 129 individual actions or activities to advance transportation for Livingston County:

- 53 signed a petition to support transportation planning and creation of a transportation authority
- 18 committed to writing a letter to their local township or the Board of Commissioners to support transportation planning and creation of a transportation authority
- 11 committed to writing a similar letter to the Livingston Daily
- 12 committed to working to pass resolutions by civic or community organizations or township boards
- 19 committed to writing letters of support for the MDOT proposal
- 16 committed to joining the Transportation Coalition, bringing the total membership to nearly 70 organizations and individuals.

The leadership of the Transportation Coalition considers this an outstanding statement of support from the Summit participants, reflecting the exceptionally deep and broad support for improved transportation in our county.

Participants were also provided with copies of "Moving Forward with Transportation Options for Livingston County." This document provides an overview of our changing transportation needs and nature of our county, a vision for the future of transportation in the county and the impacts of making such changes. Copies of this pamphlet can be obtained by emailing [leo.hanifin@udmercy.edu](mailto:leo.hanifin@udmercy.edu) or [arennie@CMHLIV.ORG](mailto:arennie@CMHLIV.ORG)

## IX. Summit Sponsors

The Livingston County Transportation Summit and the design and printing of the pamphlet, “Moving Forward with Transportation Options for Livingston County” would not have been possible without the generous support of our sponsors. The Livingston County Transportation Coalition is deeply grateful for the support of these organizations and individuals and for their ongoing commitments to a better and more vibrant Livingston County.

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